



State of Nebraska

2005

Traffic Crash Facts

Annual Report

Prepared By
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Driving is inherently dangerous. Further, driving is a function of three related, but independent, elements: the driver, the vehicle and the roadway. As reflected in these "Traffic Crash Facts," most crashes are the result of improper driving. We estimate that two thirds of fatalities were not wearing seatbelts and more than 34 percent involved alcohol. Nearly 50 percent of all crashes are at intersections and over 65 percent of all fatalities are on two-lane rural roads. The information in this publication is intended to increase driver's awareness of crash problems.

So, what more can we do? The Department of Roads is leading development of an annual Nebraska Strategic Highway Safety Plan. This initiative has helped achieve the lowest fatality and crash rates on record, as well as reducing work zone crashes by over 50 percent in the past seven years. We, and our many partners, continue to work toward making highways as safe as possible, with the goal of reducing fatalities to 1.0 per hundred million vehicle miles traveled or less by 2008.

Remember, driving is dangerous. Do not become complacent. Each of us is responsible for our own driving behavior.

Please drive safely!

Dave Heineman
Governor

John L. Craig
Director

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(Note: Due to rounding, percentages on graphs may not equal 100%.)

The data contained in this booklet are based on Reportable Crashes Only as defined below. Definitions of various crash categories are also provided.

Definitions

Reportable Crash	A crash which involves death, injury, or property damage in excess of \$1,000.00 to the property of any one person.
All Crashes	The total number of reportable motor vehicle crashes including fatal, injury or property damage.
Fatal Crash	Motor vehicle crash that results in fatal injuries to one or more persons.
Injury Crash	Motor vehicle crash that results in injuries, other than fatal, to one or more persons.
Property Damage Only Crash (PDO)	Motor vehicle crash in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

In 2004, the reporting threshold for property damage crashes increased from \$500 to \$1,000. This fact should be considered when assessing changes from previous years' data.

Part I Overview

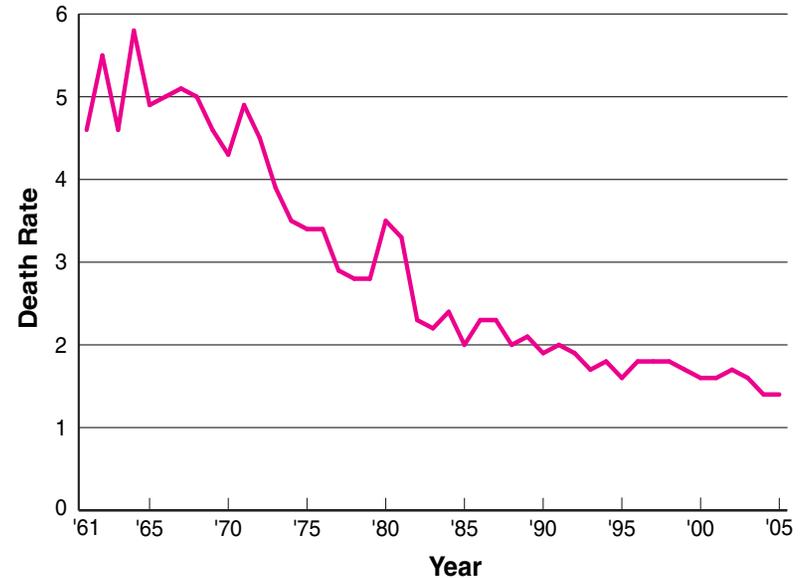
Death Rate per 100 Million Vehicle Miles

In 2005, the death rate on Nebraska roadways was 1.4 persons killed per 100 million vehicle miles traveled. The death rate in Nebraska, from 1961 to 2004 is represented in Figure 1. Even though the death rate fluctuates from year to year, there has been a general downward trend. Much of this reduction can be attributed to improvements in vehicle design, roadway engineering, emergency medical services, specific safety programs, enforcement and improved driver awareness.

Figure 2 (page 3) depicts the number of fatal crashes per year for the last ten years. There were 238 fatal crashes in 2005, 9 more than were recorded in 2004.

Fatal accidents make up only a small portion of the total crashes in Nebraska. Property damage only (PDO) crashes make up the majority. Figure 3 (page 3) shows the percentage distribution of all crash types. In 2005, there were 238 fatal crashes, 13,389 injury crashes, and 22,112 property damage only crashes. Fatal crashes made up .7% of all accidents, and injury and PDO crashes made up 37.5% and 61.9%, respectively.

**Death Rate Per 100 Million Vehicle Miles (1961-2005)
(Figure 1)**



2005 Crash Data by County						
County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	634	7	199	428	9	287
Antelope	109	0	37	72	0	46
Arthur	13	1	3	9	1	7
Banner	23	0	6	17	0	7
Blaine	8	0	2	6	0	4
Boone	93	2	28	63	2	41
Box Butte	181	3	56	122	3	87
Boyd	19	0	4	15	0	5
Brown	44	0	16	28	0	33
Buffalo	1,040	5	346	689	6	529
Burt	131	3	34	94	3	53
Butler	139	1	40	98	1	60
Cass	478	6	134	338	8	193
Cedar	116	1	43	72	2	56
Chase	47	0	15	32	0	24
Cherry	82	1	31	50	1	50
Cheyenne	194	3	73	118	3	117
Clay	78	1	28	49	1	51
Colfax	180	1	39	140	2	52
Cuming	158	1	39	118	1	69
Custer	191	2	73	116	2	106
Dakota	292	5	92	195	5	155
Dawes	181	1	55	125	1	73
Dawson	408	3	133	272	6	204
Deuel	59	5	16	38	6	28
Dixon	74	2	19	53	2	21
Dodge	759	8	280	471	8	413
Douglas	10,728	34	4,455	6,239	38	6,501
Dundy	41	1	17	23	1	26
Fillmore	77	2	30	45	2	50
Franklin	67	1	11	55	1	17
Frontier	47	0	14	33	0	19
Furnas	74	3	14	57	3	19
Gage	568	8	165	395	10	269
Garden	42	1	9	32	1	11
Garfield	18	0	5	13	0	9
Gosper	51	1	14	36	1	18
Grant	8	0	1	7	0	1
Greeley	32	0	11	21	0	14
Hall	1,206	13	426	767	15	672
Hamilton	257	2	80	175	2	126
Harlan	63	1	16	46	1	19
Hayes	24	0	7	17	0	10
Hitchcock	57	0	21	36	0	29
Holt	140	4	47	89	5	70
Hooker	9	1	4	4	1	4

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	109	2	40	67	2	79
Jefferson	195	2	47	146	2	75
Johnson	59	2	15	42	3	28
Kearney	102	3	34	65	3	56
Keith	210	6	77	127	8	113
Keya Paha	6	1	1	4	1	1
Kimball	80	0	26	54	0	39
Knox	92	0	32	60	0	44
Lancaster	6,529	18	2,683	3,828	22	3,924
Lincoln	943	9	347	587	12	518
Logan	21	0	8	13	0	14
Loup	12	0	6	6	0	9
Madison	767	2	270	495	3	407
McPherson	5	0	1	4	0	1
Merrick	139	3	39	97	3	59
Morrill	109	2	30	77	2	41
Nance	61	0	19	42	0	28
Nemaha	125	2	34	89	2	47
Nuckolls	56	0	19	37	0	27
Otoe	246	5	98	143	6	149
Pawnee	72	0	13	59	0	18
Perkins	45	2	17	26	2	22
Phelps	141	0	54	87	0	78
Pierce	133	2	49	82	2	76
Platte	703	4	238	461	4	354
Polk	91	0	33	58	0	51
Red Willow	201	2	63	136	2	86
Richardson	115	2	36	77	3	49
Rock	16	0	5	11	0	5
Saline	266	1	69	196	1	90
Sarpy	1,942	3	816	1,123	5	1,230
Saunders	274	5	103	166	5	146
Scotts Bluff	747	7	286	454	7	438
Seward	407	4	116	287	4	179
Sheridan	99	0	33	66	0	47
Sherman	50	0	22	28	0	30
Sioux	19	1	7	11	1	10
Stanton	75	2	27	46	2	35
Thayer	103	0	37	66	0	58
Thomas	7	0	4	3	0	5
Thurston	77	3	26	48	3	33
Valley	80	2	27	51	2	46
Washington	348	4	103	241	5	144
Wayne	138	1	48	89	3	69
Webster	100	0	25	75	0	38
Wheeler	22	0	3	19	0	4
York	362	2	115	245	2	172
Total	35,739	238	13,389	22,112	276	19,827

**Part II
2005 Data**

**Summary
Number of Traffic Crashes**

All Crashes	35,739
Property Damage Only (PDO)	22,112
Injury Crashes	13,389
<i>Persons Injured</i>	19,827
Fatal Crashes	238
<i>Fatalities</i>	276
Number of Registered Vehicles in Nebraska	2,101,545
Number of Licensed Drivers in Nebraska	1,350,983
Number of Vehicles in Crashes*	60,729
Number of Drivers in Crashes*	58,575

**There may be more than one vehicle or driver involved in a single accident. Parked, and driverless vehicles are included.*

During 2005:
 One crash occurred every 15 minutes.
 Fifty-four persons were injured each day.
 One person was killed every 32 hours.

The economic loss in terms of dollars was \$1,679,452,400**

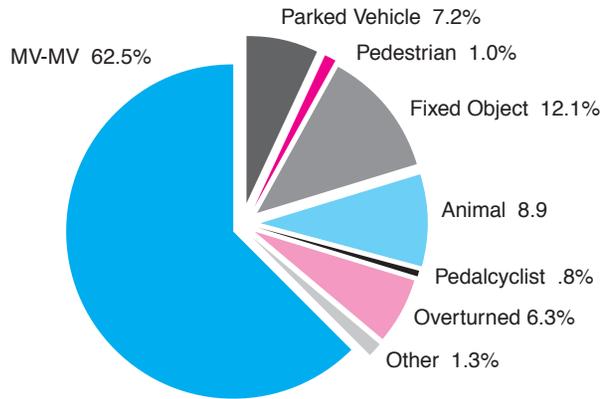
***Economic loss figures are derived from the Federal Highway Administration's publication No. FHWA-RD-91-055 dated October 1991.*

First Harmful Event

First harmful event (FHE) is the initial incident that causes injury or damage. It is sometimes referred to as “type of crash” and implies a collision with each of the objects listed in the following charts. “Overturned” and “other” crashes refer to crashes where no collision is involved (e.g., a car loses control and overturns, a car catches on fire).

First harmful events for all crashes and for fatal crashes are shown in Figures 5 and 6. In both instances, collisions between two or more motor vehicles (MV-MV) make up the majority of crashes. Crashes involving fixed objects, vehicles overturning, pedestrians and trains tend to be more severe, as indicated by their overrepresentation in fatal crashes as compared to all crashes.

All Crashes (Figure 5)



Fatal Crashes (Figure 6)

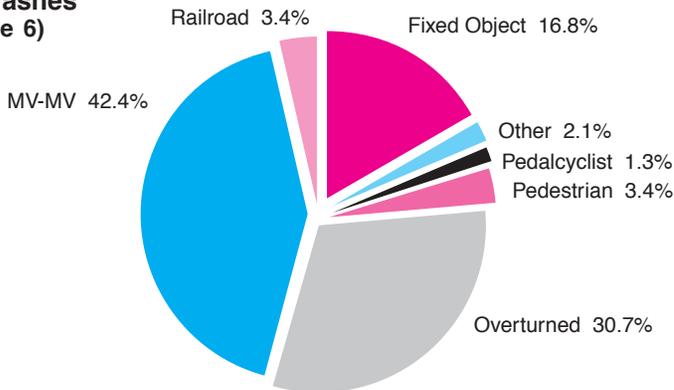


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT		2005								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	★★ PDO	KILLED	NON-FATAL INJURIES			
						TOTAL	A★	B★	C★	
COLLISION INVOLVING	Pedestrian	340	8	330	2	8	354	70	156	128
	Motor vehicle in transport	22350	101	9289	12960	121	14548	1072	3460	10016
	Parked motor vehicle	2571	1	256	2314	1	313	40	139	134
	Railroad train	40	8	18	14	9	25	9	7	9
	Pedalcyclist	281	3	276	2	3	291	41	158	92
	Animal	3170	4	256	2910	4	331	24	129	178
	Fixed object	4326	40	1552	2734	48	1974	382	836	756
	Other object	161	0	30	131	0	37	7	20	10
Noncollision overturned		2238	73	1322	843	82	1884	394	840	650
Other noncollision		260	0	60	200	0	70	14	32	24
Unknown		2	0	0	2	0	0	0	0	0
— TOTALS —		35739	238	13389	22112	276	19827	2053	5777	11997

(Table 1)

- ★ = Injury severity codes
- A = Disabling injury
- B = Visible injury (not disabling)
- C = Possible injury (not visible)
- ★★PDO = Property damage only

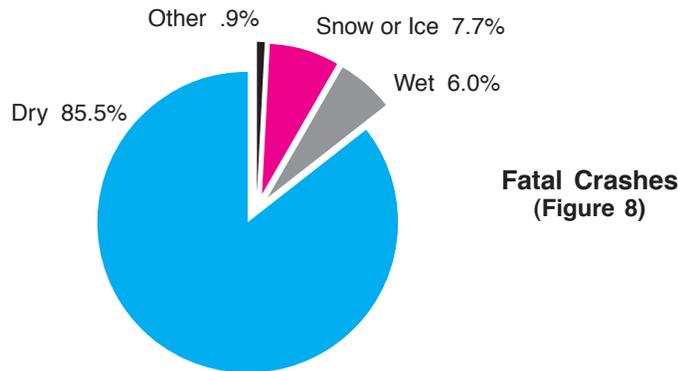
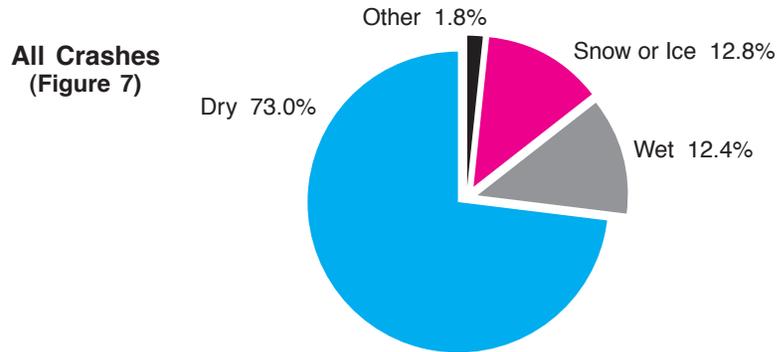
FIRST HARMFUL EVENT (Current Year)		2004								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	★★ PDO	KILLED	NON-FATAL INJURIES			
						TOTAL	A★	B★	C★	
COLLISION INVOLVING	Pedestrian	396	9	383	4	9	408	95	162	151
	Motor vehicle in transport	23609	110	10088	13411	131	15768	1081	3598	11089
	Parked motor vehicle	2608	0	258	2350	0	317	27	150	140
	Railroad train	39	5	16	18	5	20	6	8	6
	Pedalcyclist	306	1	302	3	1	308	41	175	92
	Animal	3412	2	264	3146	2	333	23	142	168
	Fixed object	3944	46	1480	2418	48	1943	358	805	780
	Other object	143	0	30	113	0	33	9	14	10
Noncollision overturned		2467	54	1484	929	56	2113	453	909	751
Other noncollision		300	2	58	240	2	72	14	28	30
Unknown		3	0	0	3	0	0	0	0	0
— TOTALS —		37227	229	14363	22635	254	21315	2107	5991	13217

(Table 2)

Table 2 provides 2004 data for comparison to 2005. There were 9 more fatal crashes in 2005, as compared to 2004, and the number of deaths resulting from these crashes increased by 22. Both injury crashes and injuries decreased, by 974 and 1,488 respectively. The number of PDO crashes decreased by 523.

Surface Condition

The condition of the road surface plays an important role in motor vehicle crashes. Slick road conditions are generally more hazardous than dry conditions, but drivers tend to compensate for this by being more cautious. Fewer fatal crashes occur under slick road surface conditions than under dry road conditions. The percentage of all crashes which occurred on slick roads was about the same in 2005 as it was in 2004.



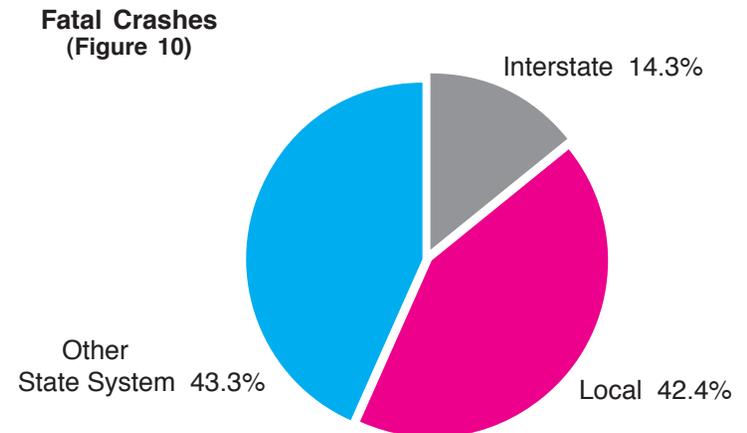
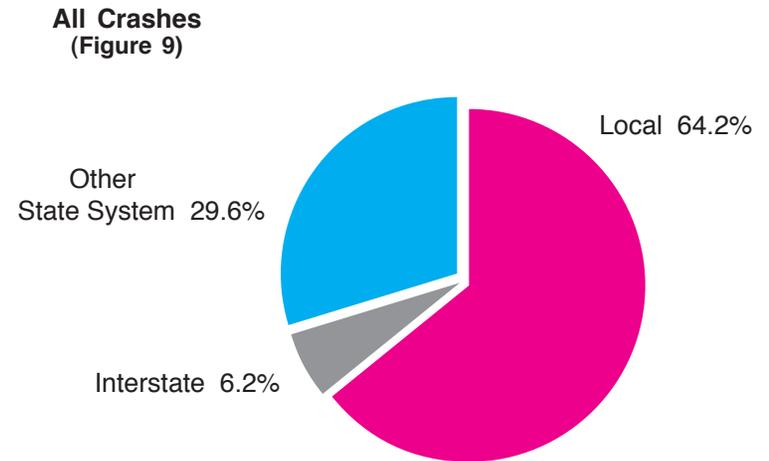
The following table provides the number of crashes in each category.

ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	24365	201	9777	14387
Wet	4152	14	1679	2459
Snowy or icy	4270	18	1262	2990
Other	593	2	216	375
Not stated	2359	3	455	1901
— TOTALS —	35739	238	13389	22112

(Table 3)

Type of Roadway

The distributions of all crashes and fatal crashes, by roadway type, are shown in Figures 9 and 10. Table 4 (page 13) shows the actual number of crashes and casualties by roadway type. The percent of fatal crashes that occur on the interstate and on other state highways is larger than the percent of all crashes that occur on the interstate and on other state highways. Crashes on interstate and other state highways tend to occur at higher speeds, accounting for the increased severity of these accidents.



ROADWAY		CRASHES				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	936	6	358	572	6	505
	Other State System Highways	5851	23	2484	3344	26	3800
	Local Roads and Streets	18269	34	6768	11467	37	9709
	URBAN SUBTOTAL	25056	63	9610	15383	69	14014
RURAL	Interstate	1267	28	401	838	39	679
	Other State System Highways	4726	80	1518	3128	92	2413
	Local Roads and Streets	4690	67	1860	2763	76	2721
	RURAL SUBTOTAL	10683	175	3779	6729	207	5813
— TOTALS —		35739	238	13389	22112	276	19827

(Table 4)

Rather than referring to numbers of crashes, the relative safety of different roadway classifications can be compared by using crash rates. Table 5 provides crash rates for 2005. These rates are based on crashes per 100 million vehicle miles driven.

Crashes Per 100 Million Vehicle Miles Traveled

	CRASH SEVERITY			
	FATAL	INJURY	PDO	TOTAL
Interstate	.9	19.0	35.4	55.2
Other State Highways	1.3	51.3	82.9	135.6
Local Roads and Streets	1.4	120.7	199.1	321.2

(Table 5)

The interstate actually has the lowest crash rate for all roadway categories, followed by other state highways and local roads.

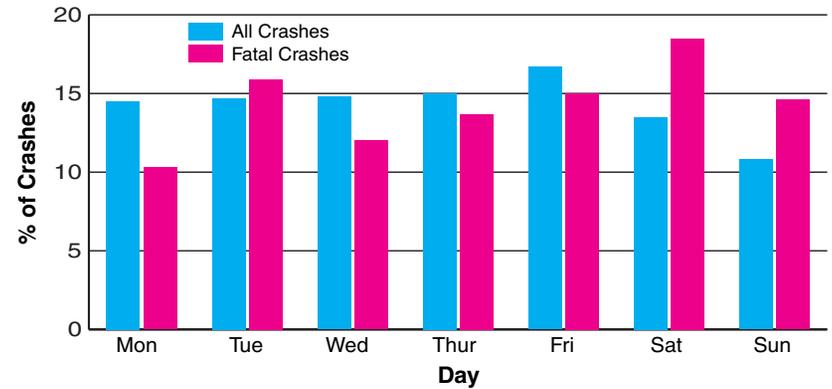
Day and Time

Crashes can occur at any time, but they tend to be more frequent during certain times of the day. Crash frequency follows the daily activity cycle, increasing from a low in the early morning hours to a peak in the late afternoon. The highest 3-hour time period for crashes in 2005 was from 3:00 - 6:00 p.m., when 23.9% of all crashes occurred. Fatal crashes are most likely to take place during the afternoon peak traffic period, or during the late night and early morning hours when many alcohol-related crashes occur.

Accident trends on the weekends differ from those which take place during the work week. Sunday is the lowest day for total crashes, and Saturday the highest day for fatal crashes, recording 18.5% of the total. During 2005, more crashes happened on Friday than on any other day.

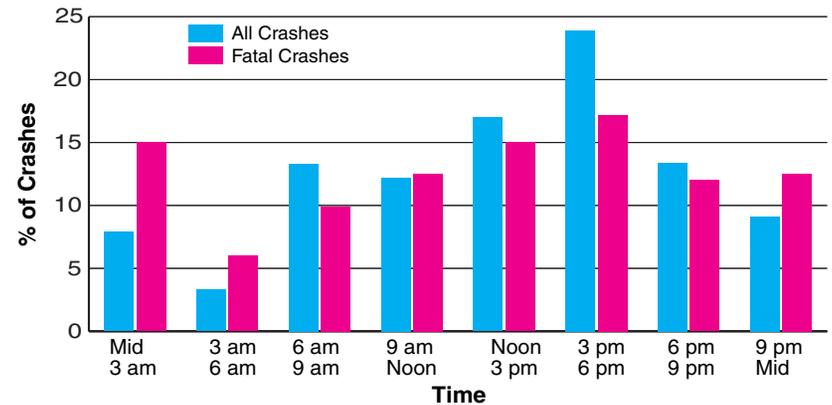
Day of Week

(Figure 11)



Time of Crash

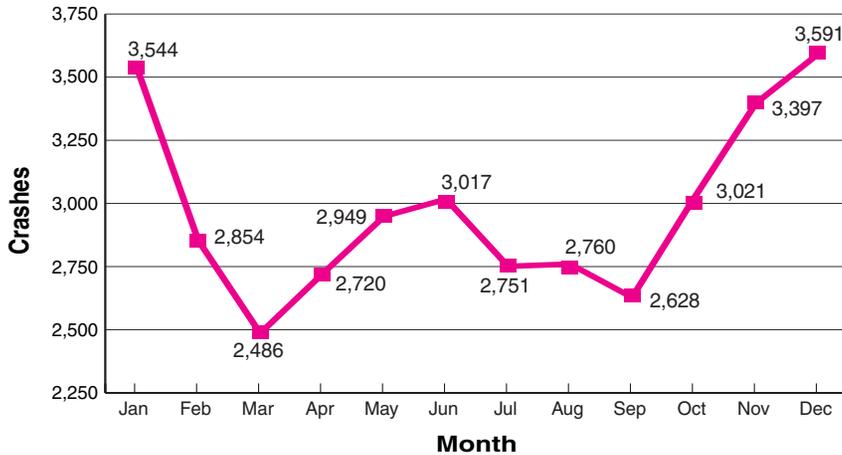
(Figure 12)



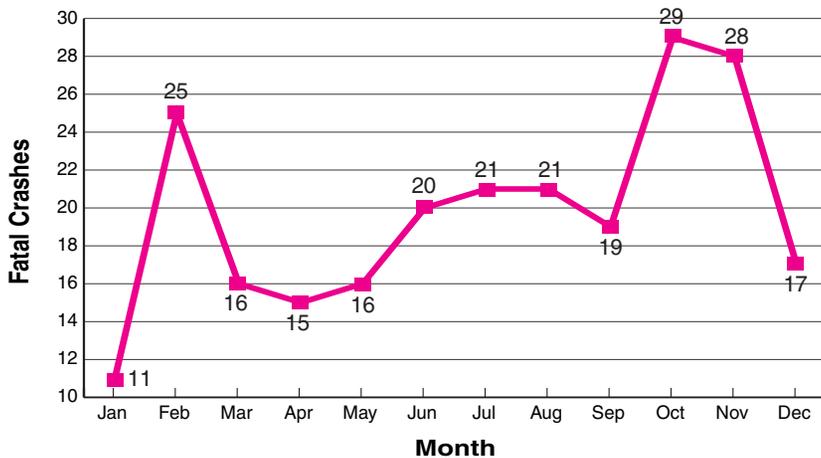
Month

The seasonal cycles of all crashes and fatal crashes are illustrated in Figures 13 and 14. Crashes tend to increase during the late fall and winter as weather conditions worsen. Fatal crashes usually decrease during bad weather conditions, once motorists adjust to less than perfect driving conditions.

All Crashes by Month
(Figure 13)



Fatal Crashes by Month
(Figure 14)

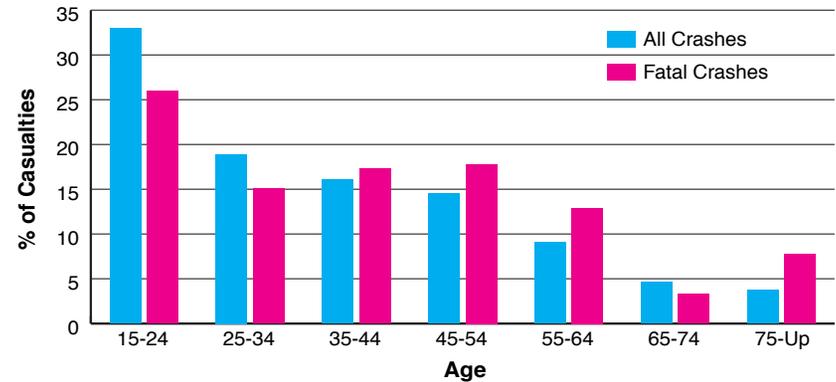


Age of Driver

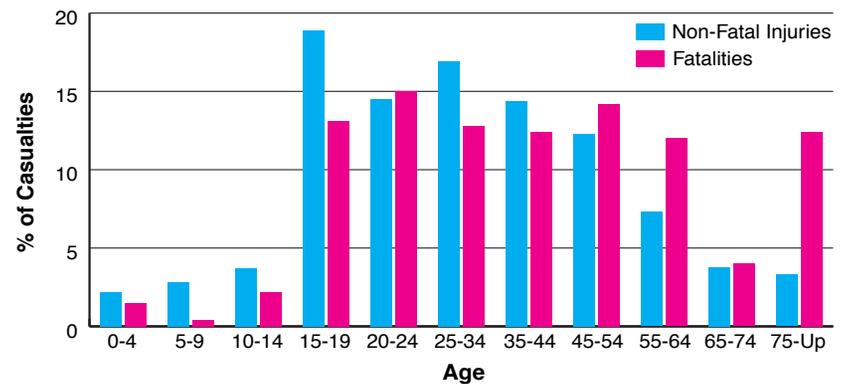
Younger drivers are involved in a disproportionate number of crashes. In 2005, 51.9% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in both all crashes (33.0%) and fatal crashes (26.0%) during 2005.

Figure 16 represents percentages of nonfatal and fatal injuries by age groups. Persons aged 65 and over are overrepresented in fatal injuries as compared to nonfatal injuries. Nearly 64.7% of all injuries, however, are suffered by persons between the ages of 15 and 44.

Driver Age
(Figure 15)



Age of Casualties
(Figure 16)



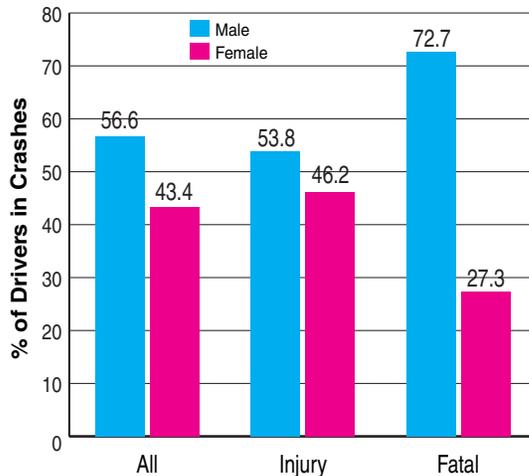
Sex of Driver

Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 56.6% of the drivers in all crashes in Nebraska in 2005, yet they were involved in 72.7% of all fatal crashes. At least a part of this difference can be attributed to the fact that males drive more miles than females and, thus, have greater exposure to crashes.

More females than males, however, are victims of motor vehicle crashes. Females made up 54.0% of the persons injured or killed in motor vehicle crashes in 2005. (See Table 7).

(Table 6)

SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	32991	266	12779	19946
Female	25295	100	10972	14223
Not stated	289	0	114	175
— TOTALS —	58575	366	23865	34344



(Figure 17)

AGE AND SEX OF CASUALTIES	ALL CRASHES						ALCOHOL-RELATED CRASHES					
	KILLED			INJURED			KILLED			INJURED		
	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F
0-4 years	4	1	3	418	224	194	1	0	1	14	9	5
5-9 years	1	1	0	549	284	265	0	0	0	11	6	5
10-14 years	6	3	3	728	324	404	0	0	0	22	12	10
15-19 years	36	20	16	3689	1519	2170	10	8	2	216	133	83
20-24 years	41	26	15	2814	1351	1463	13	10	3	346	249	97
25-34 years	35	25	10	3289	1543	1746	16	13	3	311	222	89
35-44 years	34	21	13	2796	1326	1470	20	13	7	214	136	78
45-54 years	39	23	16	2386	1095	1291	13	8	5	156	98	58
55-64 years	33	19	14	1423	630	793	5	5	0	60	37	23
65-74 years	11	6	5	736	332	404	1	1	0	21	12	9
75 and older	34	23	11	646	301	345	2	1	1	17	14	3
Age not stated	2	1	1	264	110	154	0	0	0	17	11	6
— TOTALS —	276	169	107	19738	9039	10699	81	59	22	1405	939	466

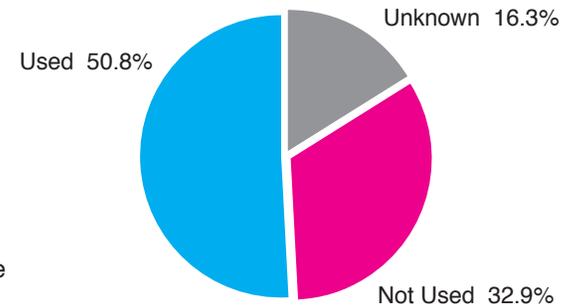
(Table 7)

Restraint Use

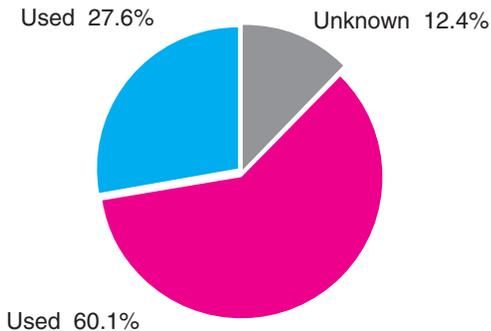
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle accidents. Passive restraints, such as air bags, which require no occupant action to be put in use, are becoming standard equipment for drivers and front seat passengers in newer vehicles. For these passive systems to provide effective protection, however, seat belts must still be used.

Effective January 1, 1993, Nebraska passed a mandatory seat belt law. This law calls for secondary enforcement, meaning that a citation for not wearing a seat belt can only be issued if the driver is first charged with another violation. Although not as effective as a primary enforcement law, indications are that the law has been successful in promoting seat belt use.

Restraint Use for Disabling Injuries (Figure 18)



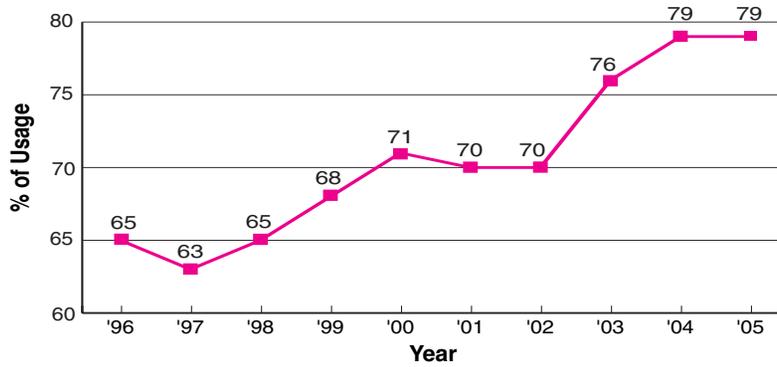
Restraint Use for Fatal Injuries (Figure 19)



The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the Nebraska Office of Highway Safety and approved by the National Highway Traffic Safety Administration (NHTSA). In 2005, the observed statewide safety belt usage rate was 79.2%.

Usage rates have risen in recent years primarily due to increased law enforcement efforts and a media campaign, however, there is still room for improvement. Belt use is particularly low in accidents which result in the most severe injuries. Only 27.6% of those vehicle occupants who died and 50.8% of those who suffered disabling injuries in 2005 crashes were belted.

Statewide Safety Belt Usage Rate (1996 - 2005)
(Figure 20)

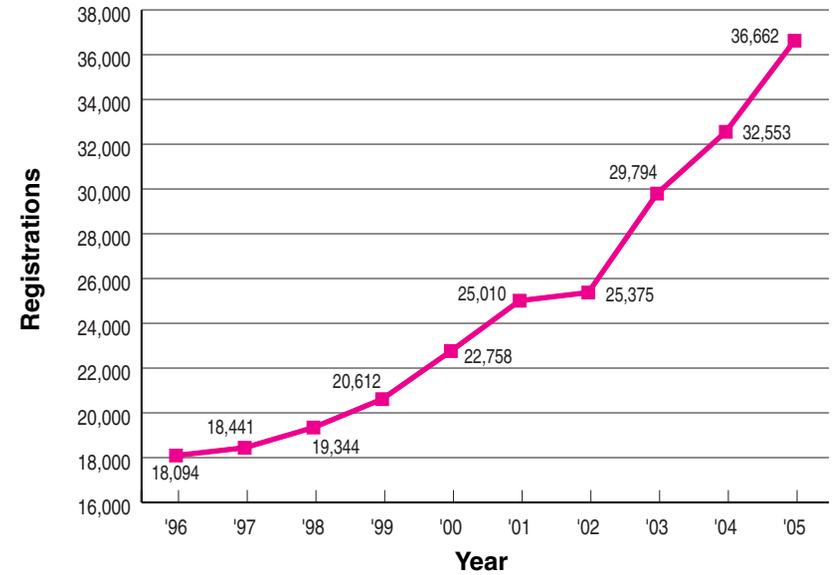


Motorcycle Crashes

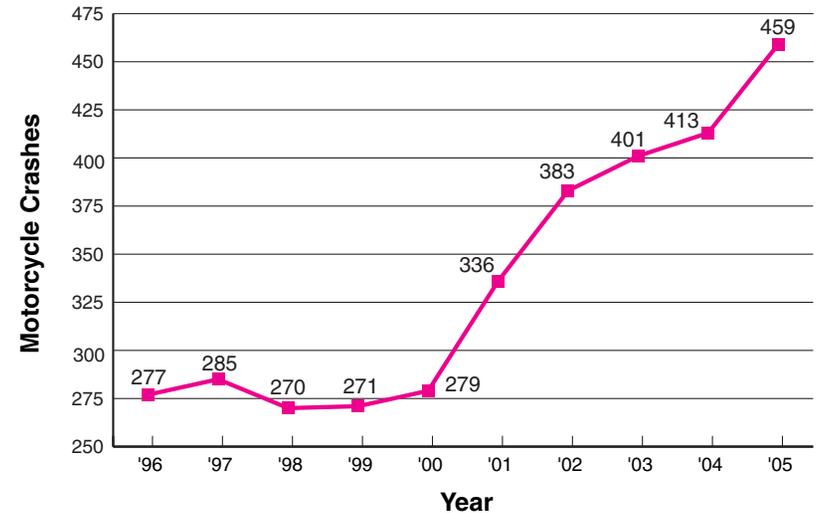
The upward trend in Nebraska motorcycle crashes continued in 2005. The number of motorcycle crashes rose to 459, an increase of 46 crashes over 2004. This is the highest number of motorcycle crashes in the last ten years. (See Figure 23 on page 20). There was a decrease in fatal motorcycle crashes, from 20 in 2004 to 16 in 2005. (See Figure 21).

The increase in motorcycle crashes is most likely related to the growing number of motorcycles registered in Nebraska. After a long period of decline, motorcycle registrations have risen significantly in the last decade. (See Figure 22 on page 20).

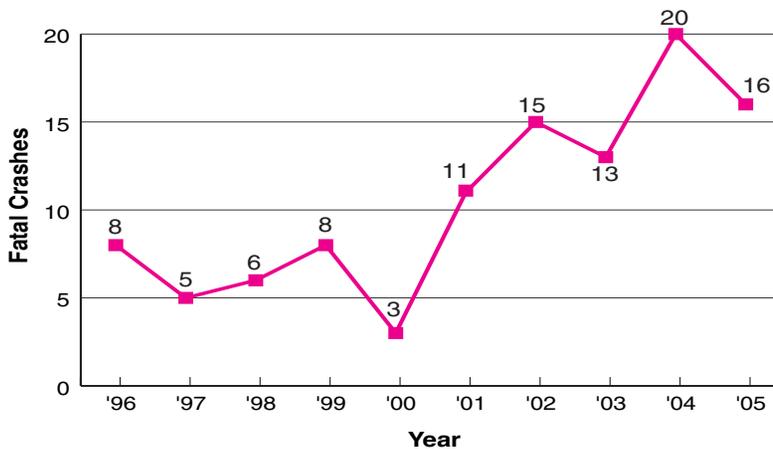
Motorcycles Registered (1996 - 2005)
(Figure 22)



All Motorcycle Crashes (1996 - 2005)
(Figure 23)



Fatal Motorcycle Crashes (1996 - 2005)
(Figure 21)



Vehicle Body Style

The major vehicle body styles involved in all crashes and fatal crashes are displayed in Figures 24 and 25. Compared to their involvement in all crashes, motorcycles and heavy trucks are overrepresented in fatal crashes.

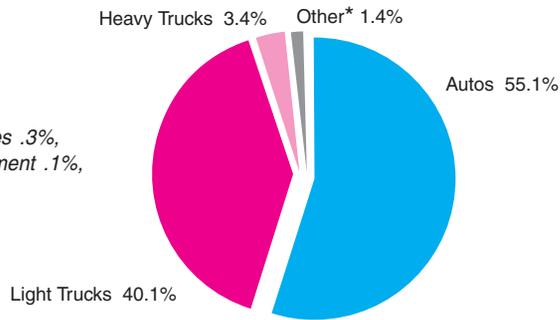
BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	172	1	64	107
Semi-trailer truck	784	22	272	490
Other heavy truck	1178	25	393	760
Automobile	32261	151	13549	18561
Van	4921	23	2019	2879
Utility vehicle	8283	44	3371	4868
Pickup truck	10284	84	3626	6574
Motorcycle	472	16	405	51
Motorhome	32	0	7	25
Farm equipment	79	0	30	49
Other	71	1	30	40
Unknown	2192	3	535	1654
— TOTALS —	60729	370	24301	36058

(Table 8)

Motorcycles offer little protection to riders involved in crashes, and heavy trucks tend to be involved in more severe crashes due to their large size. The number of vehicles in each body style group which were involved in crashes is provided in the table.

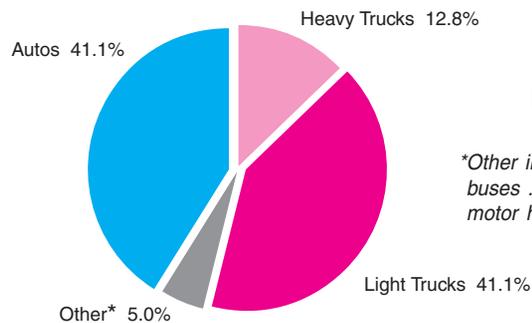
**All Crashes
(Figure 24)**

*Other – motorcycles .8%, buses .3%, motor homes .1%, farm equipment .1%, and all others .1%.



**Fatal Crashes
(Figure 25)**

*Other includes: motorcycles 4.4%, buses .3%, farm equipment 0%, motor homes 0%, and other .3%.



Intersection Crashes

**2005
Type of Multi-Vehicle Collisions at Intersections***

Total Crashes: 16,917

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
Angle	7,626	45.1	43.1
Rear-end	5,429	32.1	49.3
Sideswipe	1,187	7.0	23.0
Sideswipe	96	.6	19.8
Left Turn Leaving	2,165	12.8	49.8
Head-on	48	.3	52.1
Backing	362	2.1	11.1
Unknown	4	0.0	0.0
Total	16,917	100%	

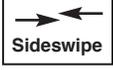
* Multi-vehicle accidents at intersections comprise 47.3% of all crashes.

Non-Intersection Crashes

2005

Type of Multi-Vehicle Collisions Not at Intersections*

Total Crashes: 5,433

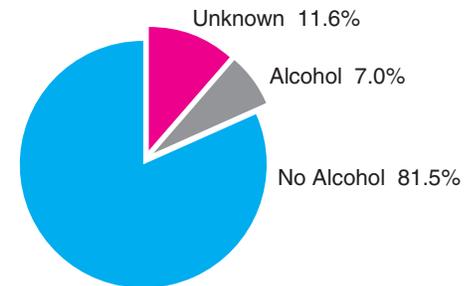
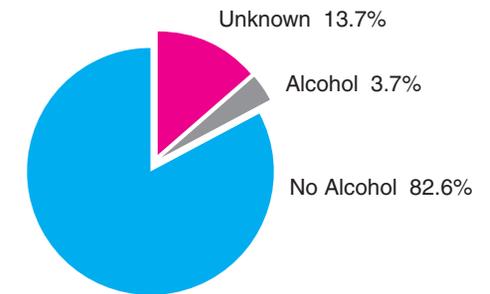
	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
 Rear-end	2,644	48.7	45.3
 Sideswipe	1,256	23.1	22.5
 Sideswipe	439	8.1	43.1
 Head-on	98	1.8	67.4
 Backing	404	7.5	9.9
 Angle	529	9.7	35.4
 Left Turn Leaving	59	1.1	47.5
Unknown	4	0.1	50.0
Total	5,433	100%	

* Multi-vehicle accidents not at intersections comprise 15.2% of all crashes.

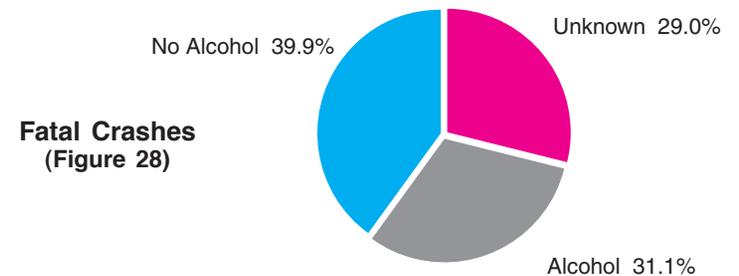
Alcohol Involvement

Figures 26, 27, and 28 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2005, 31.1 % of the fatal crashes in Nebraska involved alcohol. This represents a decrease from the 35.4% registered in 2004. The National Highway Traffic Safety Administration reports that during 2004, 40.0% of fatal crashes nationally involved alcohol. Since alcohol testing is only required in fatal crashes, the alcohol involvement indicated for injury and PDO crashes is probably understated.

PDO Crashes
(Figure 26)



Injury Crashes
(Figure 27)

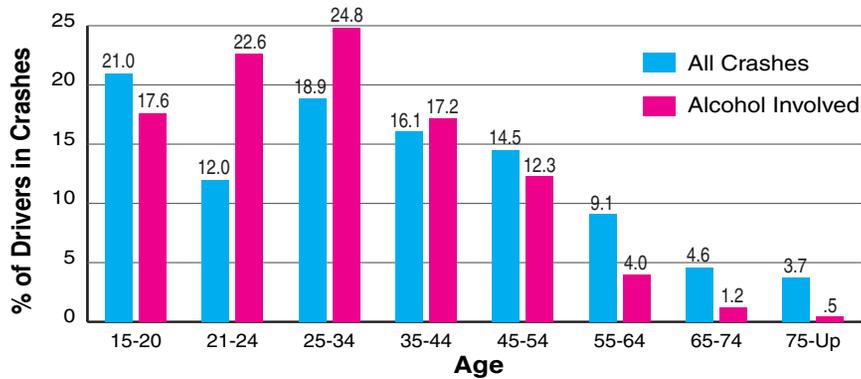


Fatal Crashes
(Figure 28)

Driver Age and Alcohol Involvement

The relationship between driver age and alcohol involvement in motor vehicle crashes is illustrated in Figure 29. Compared to their involvement in all crashes, drivers aged 21-34 are overrepresented in alcohol related crashes. In fact, these drivers are in 47.4% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 22.6% of alcohol related crashes but only 12.0% of all crashes. Note that drivers between the ages of 15 and 20 are in 17.6% of alcohol related crashes, despite the fact that the legal drinking age in Nebraska is 21.

(Figure 29)



AGE OF DRIVER	TOTAL		FATAL		INJURY	
	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED
15 and younger	492	2	6	0	199	2
16	2589	22	11	0	1102	15
17	2441	44	7	2	1041	27
18	2453	79	16	4	1054	36
19	2172	95	8	3	944	50
20	2063	113	7	3	864	58
21	1951	144	19	4	827	69
22	1847	130	7	3	749	62
23	1677	90	9	2	691	45
24	1507	93	5	2	609	46
25 to 34	10987	501	55	15	4649	260
35 to 44	9335	347	63	14	3874	174
45 to 54	8439	248	65	16	3384	144
55 to 64	5284	80	47	3	1986	44
65 to 74	2693	25	12	1	956	12
75 and older	2156	9	28	2	811	6
Not stated	489	2	1	0	125	1
— TOTALS —	58575	2024	366	74	23865	1051

(Table 9)

Driver Contributing Circumstances

In 2005 there were 35,739 reportable motor vehicle traffic crashes in Nebraska involving 58,575 drivers. Our investigator's report form changed in 2004. Instead of collecting data on the driver at fault, the report form collects data on all drivers involved in a crash. The table below lists the driver contributing circumstances and the number of drivers involved in fatal, injury and property damage only accidents.

DRIVER CONTRIBUTING CIRCUMSTANCES	TOTAL	FATAL	INJURY	PDO
No improper driving	25412	132	10467	14813
Failure to yield right-of-way	6262	30	2684	3548
Disregarded traffic controls	1930	20	1027	883
Exceeded speed limit	275	9	143	123
Speed too fast for conditions	2547	23	938	1586
Made an improper turn	691	1	186	504
Followed too closely	3905	2	1876	2027
Leave lane/run off road	1568	54	632	882
Operating in erratic manner	2420	18	1141	1261
Swerving or avoiding	775	6	287	482
Visibility obstructed	401	5	111	285
Inattention	3090	4	1163	1923
Mobile phone distraction	114	1	48	65
Distracted - other	274	1	125	148
Fatigued/asleep	352	6	186	160
Defective equipment	195	1	75	119
Other improper action	1643	17	607	1019
Unknown	6721	36	2169	4516
— TOTALS —	58575	366	23865	34344

(Table 10)

**Part III
Crash Trends**

Motor Vehicle Traffic Crash Information

Nebraska has shown a steadily declining accident rate over the last ten years. The fatality rate has also been generally decreasing. The table below lists crash totals and rates for the last 13 years.

Year	Total Accidents	Persons Injured	Persons Killed	Accident Rate (per MVM)	Fatality Rate (per HMVM)	National Fatality Rate (per HMVM)
'93	43,822	26,149	254	2.97	1.7	1.7
'94	44,222	28,253	271	2.86	1.8	1.7
'95	46,436	30,410	254	2.94	1.6	1.7
'96	47,371	30,758	293	2.93	1.8	1.7
'97	47,997	30,311	302	2.86	1.8	1.6
'98	48,183	30,655	315	2.80	1.8	1.6
'99	48,217	29,905	295	2.74	1.7	1.5
'00	47,933	29,216	276	2.70	1.6	1.5
'01	47,894	26,751	246	2.67	1.4	1.5
'02	46,238	23,379	307	2.51	1.7	1.5
'03	46,602	21,984	293	2.51	1.6	1.5
'04	37,227	21,315	254	2.00	1.4	1.5
'05	35,739	19,827	276	1.89	1.4	1.5

Million Vehicle Miles (MVM) Hundred Million Vehicle Miles (HMVM)

(Table 11)

Body Style

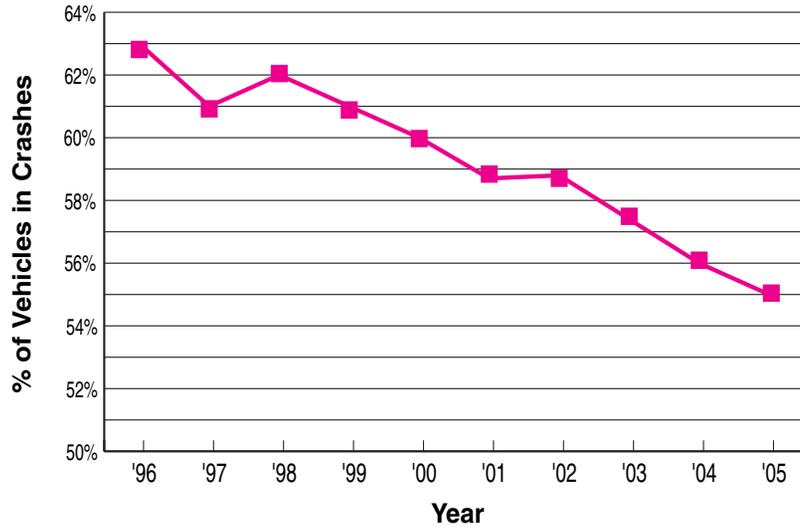
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 30 displays this trend.

Utility vehicles have been the fastest growing segment of the vehicle mix. The percentages of utility vehicles, pickup trucks, and vans involved in crashes have all shown recent growth. The percentage of heavy trucks involved in crashes, on the other hand, has remained relatively steady. Figure 31 shows the trends in the percentage of various truck types involved in crashes since 1994.

Note: In any one year, the combined percentages of passenger cars, light trucks, heavy trucks and motorcycles will not total 100%. The percentage of "other" body styles, like buses, is not shown.

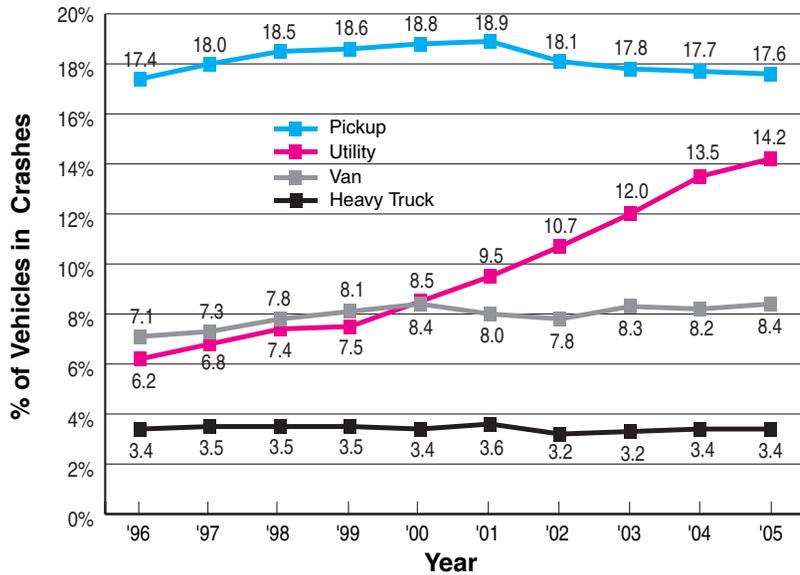
Passenger Cars in All Crashes

(Figure 30)



Truck Types in All Crashes

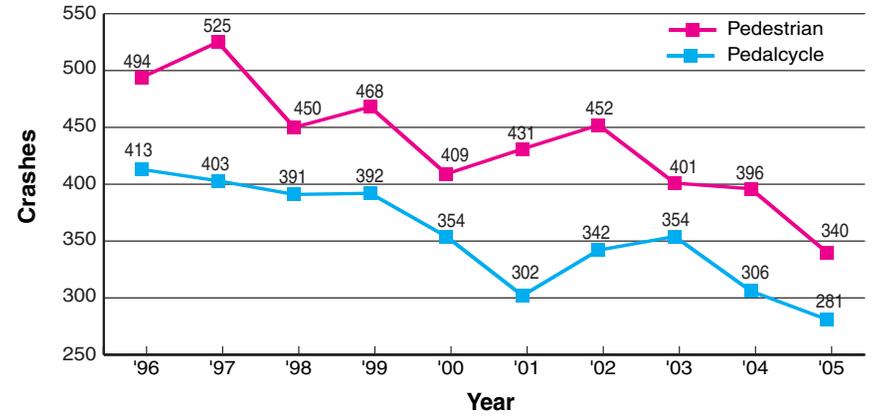
(Figure 31)



Pedestrian and Pedalcycle Crashes

Figure 32 represents the number of crashes where a collision with a pedestrian or pedalcycle was the first harmful event. These crashes cover the last 10 years. Pedestrian crashes fell from 396 in 2004 to 340 in 2005. In 2005, the number of fatal pedestrian crashes decreased to 8. Pedalcycle crashes decreased from 306 in 2004 to 281 in 2005. There were three fatal pedalcycle crashes in 2005.

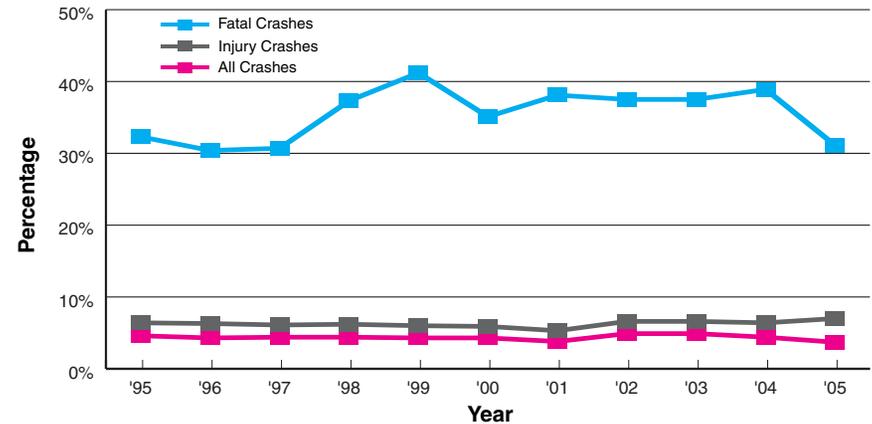
(Figure 32)



Alcohol Involvement in Crashes

Figure 33 shows the percentage of alcohol involvement in the various types of crashes. Alcohol testing is mandatory in fatal crashes, but optional for injury and property damage only crashes. The percentage of involvement in non-fatal crashes could be misleading as to the extent of alcohol's role in crashes.

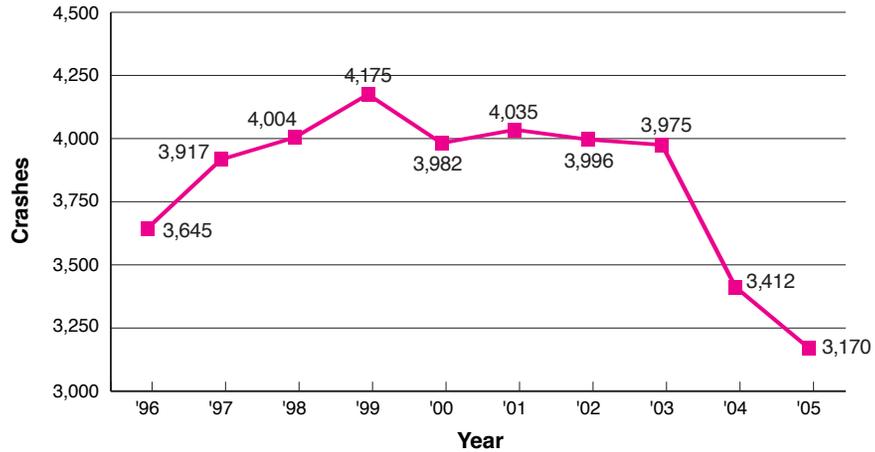
(Figure 33)



Animal Crashes

The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. In 2005, animal crashes fell from 3,412 to 3,170. Deer are the most frequently involved animals in motor vehicle-animal crashes.

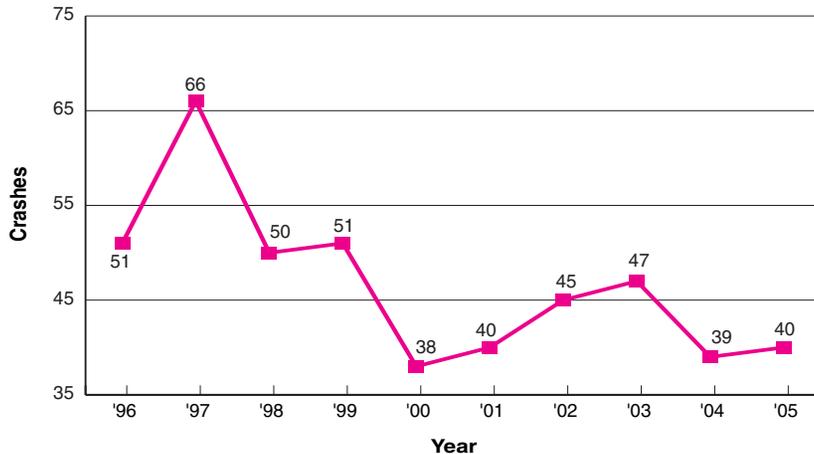
(Figure 34)



Railroad Crashes

The number of railroad crashes rose from 39 in 2004 to 40 in 2005. In 2005, nine people died in motor vehicle/train crashes in Nebraska.

(Figure 35)



Additional information about the material contained in this publication may be obtained from:

Nebraska Department of Roads
 Highway Safety Section
 PO BOX 94759
 LINCOLN NE 68509-4759
 (402) 479-4645

This report is also available on the NDOR website:

www.dor.state.ne.us